NAVFAC
Naval Facilities Engineering Command

NAVFAC/Marine Corps E2E Conference
"Data Integrity – How Do We Get There From Here?"

SPS/FPDS-NG BREAKOUT SESSIONS RESOLUTION & RECOMMENDATIONS

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DATA INTEGRITY

- **YOU are responsible for the accuracy of the data!**

- **SPS is connected electronically!**
  - **Passes data directly from the contract action to pre-populate the CAR**
  - **Erroneous data in SPS = Errors in FPDS-NG**
  - **Review prefills for correctness and completion before releasing actions in SPS.**

- **Following the basic business process to ensure current and future FY data is accurate**
  - **Prepare contract action to point of approval**
  - **Create CAR (entering date signed to ensure all validations fire)**
  - **Review CAR for correctness and completion**
  - **Validate CAR, correcting data in PD2 and on-line in FPDS-NG were applicable, save and exit.**
  - **Authenticate CAR in PD2**
  - **Approve and release contract; CAR is automatically finalized**

- **Avoid entering CARs directly in FPDS-NG (“Back-Dooring”)**
  - **There are times when “Back Dooring” is necessary and should only be done by Contracting Office Administrator, MACOM Administrator, Service or Agency level Administrator**
    - Basic contracts that were never migrated
    - Contracts issued under CXXX Contracting Office IDs
    - Contracts released without pre-fill data
    - Correcting migrated data

- **Correct migrated data as it is encountered**

RESOLUTION & RECOMMENDATIONS

- **NAICS CODES**
  - **October 2007 SPS Standard Data Installer and Service Pack 53 and 53.1**
    - The SPS Data Installer added new 2007 NACIS codes to SPS NACIS table and old 2002 NAICS codes flagged as deleted. FPDS-NG Service Pack 53.1 has been installed on the FPDS-NG production server, to replace old NAICS codes on the NG website.
    - When users issue modifications, existing NAICS codes may need to be updated with the new codes or the user will receive Error 4004, “The value “XXXXXX” for Data Element “NAICS” is invalid.”
    - FPDS-NG and DOD are aware of this issue and have provided a CROSSWALK between 2002 NAICS and 2007 NAICS, located at http://www.census.gov/naics/2007/n07-n02.xls. This will also be available on NAVFAC’s PEO-EIS Portal page for your convenience.

RESOLUTION & RECOMMENDATIONS

- **SPS FPDS ENGINE 3.1 SR02 PATCH 2**
  - **For actions with dates earlier than the FPDS Release Date Check date, SPS will not perform the validation that requires the original action in PD2 to have a link to a finalized CAR. In FPDS Engine v3.1 SR02, the FPDS Release Date check date was set to 9/30/2004. Patch I to the Engine set the date to 9/30/2006 and Patch II set the date to 9/30/2009.**
  - **This allows the user to create a CAR for a modification even if the original contract action released prior to 0/30/2009 does not have a CAR link, however, the action must exist in FPDS-NG.**

RESOLUTION & RECOMMENDATIONS

- **PERFORMANCE**
  - **SPS Databases**
  - **SRB04-0224 (Search Tool Performance Issue)***
  - **SRB04-0245 (Auto Clause Performance Issue)***
  - **SRB04-0246 (Generation of Large Contract Files)***

RESOLUTION & RECOMMENDATIONS

- **FOREIGN CURRENCY**

  Issue #1: Actions that are awarded in foreign currency, the “Base And Exercised Options Value” and “Base And All Options Value” are not accurate.

  Response: Base And Exercised Options Value and Base And All Options Value are prefills from PD2, therefore, this issue seems to be related to the foreign currency issues in PD2 referenced in SRB04-0008 which will be fixed in SR08. This is caused because generation code calculates the amount of each line item and truncates the unit price to 5 places after the decimal (.#####) from 18 places after decimal, therefore returning an incorrect unit price total that is then multiplied by the exchanged rate displaying an inaccurate estimated amount in foreign currency.

  Workaround: After generating CLINs, click on the Clauses tab. Double-click on the CLIN placeholder, and enter the total cost that displays in Line Item Detail, for that CLIN, in the Total Cost block in the generated CLIN. Save and close. Do not regenerate CLINs, otherwise, the system will reload the values from the database into the CLIN templates and erase the changes you made in the Clauses tab. Generate Document.

  When you create a modification, and the cost changes, the "from" amount in the Summary for the Payment office will be incorrect. Also, the "From" amount in the change in total cost by line item will be incorrect. The User must edit the "From" amount in the Modification window, and regenerate the modification document. The User must not regenerate the SOC after making changes to the SOC in the modification window, otherwise it will overwrite the Users changes.

  Issue #2: Users can only use one exchange rate.

  Response: SR09 will address this issue with, SRB04-0149 - Capability to utilize different exchange rates on different line items for the same currency. Users will have the capability to utilize different exchange rates on different line items for the same currency . This includes the capability to change a line item exchange rate without changing the exchange rate of all line items. Users will also be able to create mods to add line items or exercise options and when they enter an exchange rate for the new line item or the option line item, the software changes the exchange rate for all line items.

  – ***Note: NAVFAC HQ plans to have an IPT to further analyze this issue with PAC and EUR sites to monitor how the above workaround, SR08, SR09 resolves our issue.**

RESOLUTION & RECOMMENDATIONS

- **SPS DATE/TIME**

  Issue: When users local time and server time do not match do differences in time zones, it causes confusion regarding release times for documents.

  Response: Prior to NMCI, users were able to adjust the date and time on their own machine thus giving them the potential ability to back-date awards by adjusting this locally. PD2 thus incorporated functionality whereby the date and time came from the server machine to disallow this. At EOY 2007 NITC made Citrix configuration changes to assist with the release time issues. SR 09 will address this functionality with, SRB04-0152 - Capability to adjust date/time in software at client-level. They are working on how to accomplish this in a Citrix environment.

  ***Action: NAVFAC HQ ACQ will review this issue further with NITC DB Administrator.**

- **Why is this important?**
  - **FPDS system anomalies have resulted in a number of DoD actions having null values for extent competed and fair opportunity, which has, significantly impacted DoD competition dollars.**
  - **A DMDC run shows NAVY has 15085 actions valued at $22,535,164,990 not coded out of 272,299 actions valued at $66,822,371,728.**
    - NAVFAC has requested a report at the SYSCOM level to show the number of actions we have not coded.
  - **Several fixes will be incorporated into Service Pack 55 that will go into production on Nov 15th to resolve the issues.**
  - **Accurate competition reporting will not be available until 15 Nov, assuming SP 55 corrects the problem.**

RESOLUTION & RECOMMENDATIONS
Service Pack 54

- **Issue 1: Users are receiving the following error, "The Effective date cannot be earlier than the sign date on the base document or the current document" when creating CARs for base awards.**
  - **Navy Leads would like the number of contract actions that can not be finalized due to this validation to show the impact on backlogged actions.**

- **Issue 2: The Solicitation Procedure field is now grayed out, therefore, users are unable to enter the solicitation procedure on task orders, although the actions can be finalized.**
  - **GCE is researching this issue. In this situation, finalize the CAR and make a note that data will need to be corrected.**

RESOLUTION & RECOMMENDATIONS

- **FPDS-NG CONNECTIVITY**
  - **Report your connectivity issues to your NAVFAC HQ leads so that we can work with the appropriate personnel to determine if the issue is NAVFAC specific or more wide spread.**
    - Past Issues have been attributed to
      - NMCI outbound connection problems
      - GCE problems
  - **In the last month NAVFAC has been experiencing sporadic connectivity issues depending which Orion server the user is connected to.**
    - NITC has concluded that the CITRIX profiles are the cause of the recent connectivity issue with FPDS-NG. The issue does not appear to impact all users at once. NITC is in the process of identifying a default user profile on one of the servers that can be used to replace the existing default user profile on the Orion servers.
    - NITC has replaced the damaged default Citrix user profiles on each Orion server. The default user profile is what each users profiles are created from upon logon.
    - There are approximately 2100 + user profiles that appear to be damaged, could be more.
      - The following are the options to approach resolution of this issue:
        - » Delete specific user profiles that appear to be damaged, one server at a time per day during business hours
        - » Delete all user profiles on each server per day during business hours
        - » Delete all user profiles on each server on the weekend

        Suggested approach: First delete the damaged user profiles on each server during business hours, if this is successful, then delete the remaining user profiles on the weekend and allow users profiles to be recreated successfully upon next logon.

RESOLUTION & RECOMMENDATIONS

- **JOINT VENTURES**

Issue: Contract was awarded to a JV between company a and company b, an 8(a) firm. The JV is not certified 8(a) in CCR, so that certification did not migrate to the CAR. The CAR is correctly coded as an 8(a) sole source award, and the awarded firm is not certified as an 8(a). Due to the fact that the set-aside type and certification of the award to do not agree, the CAR can not be released or transmitted to FPDS-NG. The award will not be counted in the small business statistics. The size of this problem will increase because this is an IDIQ and when task orders are issued against the basic contract, the information for the task order CAR will migrate from the CAR on the basic contract, and those task order CARs will also not be released or transmitted to FPDS-NG.

Response: SBA is not able to certify the Joint Venture as 8(a), Hubzone, etc. due to system restrictions between SBA and CCR. This issue will be corrected in January with version 1.3 update.

Workaround: Brian Davidson's suggestion - REPORT the action. You may not be getting the 8(a) credit on the JV until CCR/SBA/GCE does something. Once that is done 8(a) will be attached to the JV DUNS. Then you can CORRECT the CAR to pull in the 8(a) designation to all subsequent actions. It is better to report the dollars today, knowing that a correction has to occur in the future, rather than report nothing waiting for the fix. The Type of Set-Aside will have to = No set aside used.

RESOLUTION & RECOMMENDATIONS

- **MULTI-YEAR CONTRACT**
  - **Issue: Unable to authenticate CARs on several task orders and recieves the following error: DOD6701 – If the transaction is type Purchase Order or Delivery Order then the multiyear contract must be “No”. The basic award has the Clause 52.217-2 (Multi-year contract) in it, which, is a PD2 prefill. The task order does not nor should it have the multi-year contract clause, however, it prefills in the task order CAR from the basic award.**
  - **This issue is scheduled to be fixed in the FPDS-NG Engine 3.1 SR03. This release is scheduled with the release of SR08.**

RESOLUTION & RECOMMENDATIONS

- **CONTRACT NUMBER**
  - For Base contracts, the fiscal year in the PIIN must equal the fiscal year of the award date (date signed). We can no longer carry solicitation numbers through to award with the same FY in the PIIN.
    - **Data Integrity – If the contract is released and the award PIIN does not equal the fiscal year contract should be cancelled or modified. Re-issued with current FY award PIIN which equals the FY date signed.**
    - **Current Workaround**
      - **Enter incorrect date signed equal to the previous FY**
      - **Request Data Management Fix from GCE (Takes months)**
  - The first six digits of the contract action PIIN must contain a valid DoDAAC. In addition, a valid DoDAAC must also be used in the Issuing Office of SPS. The issuing office DODAAC must be active in the fiscal year of the award date (date signed).
- **Action: Develop standard NAVFAC process to reassign contract number ensuring continuity throughout the systems.**

RESOLUTION & RECOMMENDATIONS

- **CAR SCRIPTS**
  - **Use scripts to assess sites backlog**
  - **When creating backlog CARS ensure the CAR PIIN matches the award PIIN exactly or action will continue to appear on the report as requiring a CAR.**
  - **If CAR PIIN and award PIIN do match exactly and the action continues to appear on the report, use the Attach CAR script in Script Aid to associate the standalone CAR to the award action. The script requires a security code from the CACI SPS Help Desk.**

RESOLUTION & RECOMMENDATIONS

- **REPORTING UTILITY ACTIONS**
  - **The FAR nor the DFAR reference an exemption for not reporting utility actions**
  - **If approached correctly, reporting Utility actions should not effect NAVFAC Small Business numbers as stated by the Small Business Goaling report criteria on the FPDS-NG website.**
  - **Exploring the option to use standalone CARs using the S112 NIACS code.**

RESOLUTION & RECOMMENDATIONS

CAR BACKLOG

- Many of the CARs are for contracts that were released without the prefill data and require the site System Administrators (SA) to “Back Door” the CARs and Finalize.

- To assist site SA’s with the backlog, NAVFAC HQ ACQ will issue 2 additional FPDS-NG web accounts to Super Users per site.

- Concentrate on FY07 and FY08 backlog, correcting earlier years as it impacts current reporting until we have reduced our backlog to a manageable number.

RESOLUTION & RECOMMENDATIONS

- **FPDS-NG Training Schedule for user and report writing is located on the FPDS-NG Project site, http://www.fpds-ng.com/training.html.**

- **SPS Training Manuals can be found on the COE Portal under training.**

- **SPS CBT: The CBT is only compatible with server 2000 and we use sever 2003. NITC is working on a solution to resolve the directory structure issue.**

- **JPMO will be providing SPS Contracts course training DVDs very soon. They will also be sponsoring classroom training, more to come….**

- **DAU Training for 4.2 Incr 2 SR08 will be coming to the DAU site sometime in the Spring of 2008**

RESOLUTION & RECOMMENDATIONS

THINGS TO REMEMBER

- **FPDS-NG will pull pre-fills from the Line Item with the highest aggregate dollar amount for the following codes:**
  - SPS FSC field will update CAR Product Service Code
  - SPS MDAP/MAIS field will update CAR System Equipment Code
  - SPS NAICS field will update CAR Principal NAICS Code
  - SPS Program Code will update CAR Claimant Program Code
- **Clause data is pre-filled to the CAR based on the clauses selected in the contract action. You must include the following clauses for the associated action:**
  - IDC (“D”-type) contracts (52.216-21, 52.216-22 or 52.216-20)
  - Commercial Item Acquisition Procedures (52.212-4)
  - Cost Accounting Standards (52.230-2, 52.230-3, 52.230-5, or 52.230-6)
  - Davis Bacon Act (52.222-6)
  - Service Contract (52.222-4)
  - Walsh Healy Act (52.222-20)
  - Multi-Year Contract (52.217-2)
  - Letter Contract (252.217-7027, 52.216-25, 52.216-25 Alt I, or 52.216-26)

QUESTIONS ???